

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

MARCH 2022



ON THE COVER

We don't often get a story from one of our international members, but this one came across our mailbox and we wanted to feature it on our cover. We also don't get a lot of submissions of Sedans. Geoff Norris (FCA #15577) of Kenilworth, Queensland, Australia purchased his 1965 Sedan from its original owner, Vic Stanley in Arizona in 2007. You can find his story on page 13.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

COMING APRIL 2022 NEXT QUARTERLY PRINT EDITION AND FALCON CLUB OF AMERICA MEMBERSHIP DIRECTORY

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered digitally and in print, it is essential that we have current email and mailing information for you. The link on the website at falconclub.com is password protected and gives you access to the online magazine. Be sure to use ALL EIGHT CHARACTERS of the password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact Denise at membership@falconclub.com. To place a classified ad, email Janet at editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

It is March and the time is growing shorter to make those important reservations for the upcoming regional and national meets. The South Central Regional is just a few weeks away and the National Meet is just over four months from now. The National Meet working group reports that as of mid-February, we have nearly 100 registrations and 95% of room nights have been reserved for July. Don't wait too long if you have not made yours. Thank you to both the Gulf States Chapter and the National Meet working group for these great efforts. If you are interested in hosting a Regional or National Meet, please let us know.

I'm pleased to report that the new website is on schedule and we are beginning testing to ensure the functionality. Thank you all for your patience. I think you will be well pleased with the result. This is my last chance to ask you to review the membership list and make certain it is up to date. The new Roster will be printed within a couple of weeks in order to include it in the April magazine mailing.

The Board of Directors has been working on some By-law changes that will be posted very soon. Please take a moment to look at them.

Now it is time to get out in the shop and give some attention to those wonderful Falcons and Rancheros. Time for local cars and coffees as well as Cruise Nights and Swap Meets. I can hardly wait. Don't forget to be safe and stay healthy; oh and bring a youngster along for the ride.

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com
816-288-7469

MAHBOY

BY MARK SUTER

Story originally published in the Metro Detroit Falcon Club Newsletter, *Falcon Express*

This is a story about a 1963½ Ford Falcon two-door hardtop restomod named “MAHBOY” that originated in Rhode Island. My name is Mark Suter and I am the second owner of the vehicle. My entire 34 year career was with the Ford Motor Company working in Powertrain Engineering. While I never worked specifically on high performance powertrains, I always kept track of how well



Ford products were doing in performance arenas like NASCAR, Indy car and drag strip racing. I actually saw many of these engines torn down for post race inspections as part of Ford’s “Total Performance Program”. Because the pace of each job I held at Ford was very intensive, I never had time for a car-related hobby. But, as I approached retirement (effective January 1, 1999), I knew I needed to develop some sort of “passion” to keep me occupied in retirement. I considered collecting a few classic Ford

cars but discarded that notion because of cost and lack of storage space. As a teenager, I had an outboard hydroplane and a Mercury 10 HP racing motor but only raced with friends for local “bragging rights” (I did pretty well). So I settled on collecting and restoring antique, classic and modern outboard racing motors. Today I have a unique collection of 190 racing motors, 13 racing boats and lots of racing-related decor items in a 3,000 square foot showroom that I call my outboard racing museum. I am proud of the collection but, in the back of my mind, I still had a desire to own at least one Ford performance vehicle.

Years ago, I subscribed to Hemming’s Muscle Machines magazine, a publication that is focused on classic and modern Muscle Cars. Recently, MM started featuring restomods... a term used to describe classic cars that have been modified to have modern performance, handling, luxuries and reliability. These articles were of great interest to me and helped narrow my hidden interest down to owning one Ford restomod (sans luxuries). Knowledgeable people have told me the most economical way to own one is to buy one that has been completed by someone else. Typically, builders spend more on restorations than their completed vehicles are worth. I filed that wisdom in the back of my mind for possible future consideration.

Then my priorities changed. I have a brother-in-law that bought an old truck and had it completely restored. It is now being shown in truck shows and has won some prestigious awards. My wife, Elaine and I recently attended a car/truck show where it won the “Best Truck Award” and thoroughly enjoyed seeing the fantastic-looking F-100 and the broad spectrum of other vehicle entries. I was given a ride in the F-100 and it was great to see peoples’ reactions to it on the road... lots of smiles and “thumbs up” signals. I think that was when I became infected with the “disease” of classic vehicle ownership. I went right home and started looking through Hemming’s Motor News classified ads on the internet for a vehicle that fit my interests.

My first new car had been a 1965 Ford Falcon Futura convertible and I always loved driving that little critter until it became too small for my family and was sold. I still have fond memories of driving it so I limited my search field of Hemming’s ads to Falcons. Amazingly, I hit “pay dirt” on my first try and found a car in Rhode Island... 1963½ Falcon Futura two-door Hardtop that was restored and modified into a potent restomod street/strip drag racer. Since completion of the build in 2018, the car has never been raced because it is a tribute to the builder’s father. Only 2500 “easy” miles were accumulated (never in rain or snow) and the car was stored in a heated garage during winters.

The build workmanship appeared to be expertly done with the right combination of quality new parts, some refurbished used parts and some original Falcon parts to help maintain the car's original identity. The "firm" and seemingly fair price was affordable and less than the estimated value from a licensed appraiser. Thirteen other people were currently "watching" that ad so it was hard to believe the car was still available. I knew I had to act fast so I called the seller and asked if he would hold it for me if I agreed to be in Rhode Island in three days with a bank certified check as payment in full after personally inspecting the car to my satisfaction. He agreed to do that and, three days later, after a ride in the car and my personal inspection, I became the second owner.



MAHBOY was built by Kirk Gesualdi of Woonsocket, Rhode Island, as a tribute to his father (Vincent AKA "Vin", 1940–2013) because of their close relationship. His Dad had purchased a new 1963½ red Falcon Coupe with 260 CID V8 and four-speed manual "trans" when Kirk was five years old. That left Kirk with fond childhood memories of "cruising" with his Dad. Kirk quickly became a street racing car buff and planned to buy a same model Falcon as his Dad's and create a restomod tribute to his Dad when he was able to afford it. After finding the right project car from Florida in good shape, he started a five-year restomod build in 2013. Most of the work was done in Kirk's garage but unit body modifications and painting had to be done in properly-equipped shops.

—Mark Suter (FCA #17902)
Byron, Michigan

Major features of "MAHBOY" are as follows:

- Eight-point roll cage welded into unit-body for occupant safety/chassis torsional rigidity
- Front and rear sub-frames for improved ride, handling, braking and chassis rigidity
- Manual (no booster) Willwood 11" OD vented disc brakes on all four corners
- Ford Racing 363 CID crate motor, 500HP@6500 rpm on premium fuel, rev limiter
- Tremec five-speed manual trans with fifth gear overdrive, aluminum driveshaft
- Hurst shifter linkage with electronic "Roll/Control" button-release system
- Ford nine-inch rear axle with 4.11:1 gears, Truetrac differential with "Detroit Locker"
- Polished aluminum wheels, 26 X 6.00 R15LT front tires / P295/45R17 drag radial rears
- Trunk floor tubbed, trunk center mounted 16 gallon custom fuel cell, all fuel line sheathed in stainless steel braided armor, battery relocated to trunk right-rear
- Dual exhaust, short headers, racing mufflers, side outlets just ahead of the rear tires
- Hydraulically actuated single Ford racing clutch disc for low pedal effort
- Two NRG bucket seats with fore/aft and back-tilt adjust, RJS "six-point" safety belts
- Full array of modern, electrical "Autometer" gauges
- Manual rack & pinion, "I did it" steering column, Budnyk steering wheel

The 3080 pound tribute car was named and licensed as "MAHBOY" because, when Kirk was young, his Dad would come home from work each day, open the house door and ask, "Where's mah boy?"; a subtle phrase "Dad 1940-2013" is "ghosted" into the car's black cherry paint below and to the right of the left rear taillight. It is visible in sunlight

"MAHBOY" turned out to be a great-looking "streetable" car that drives as good as it looks. Respectful ownership will continue under my stewardship and I likely will never really know how fast MAHBOY is. My desire to own a Ford performance vehicle has finally been satisfied and driving it does bring back fond memories of my 1965 Falcon convertible. I couldn't have found a better ride to enjoy in my remaining years of driving. Bring on the car shows and cruise nights!

DAD'S STORY

BY EDDIE CHITWOOD

In 1953–54, the coal mines of Appalachia had reached their heyday and were beginning to close. That left a lot of men out of work with no prospects. So in January of 1955, I left Appalachia (Wooldridge, Tennessee) and headed north to Cincinnati, Ohio looking for work. I found small jobs including working in a bowling alley, a pool hall and a truck delivery helper for United Parcel Service. Unrelated to the auto industry but an interesting aside is that UPS hired 100 of us on Friday. Monday morning, all 100 showed up for work. Tuesday morning, 52 showed up for work and on Wednesday morning, I was the only one to show up. The work was back breaking and most people even then didn't want to work that hard. I held that job from April to June and as a friend and I were walking down the street one day, I heard someone call my name from above. When I looked up, Charlie Johnson, a friend from back home in Tennessee was sitting in a second story apartment window and had seen us walk by. After exchanging greetings, Charlie told us that Ford was hiring at the Fairfax, Ohio transmission plant and that the Personnel Manager was only hiring men from Kentucky or Tennessee.

We went down the next day and were quickly hired. My first day was July 8, 1955 and was the start of my 30 year career at Ford. The Fairfax plant at that time was doing rebuilds on the 1951–54 two-speed automatic transmissions. My first job at Ford was on the line rebuilding the two-speed torque converter. In late 1955, I was moved down the line and was hanging the transmission bellhousing after installing the air breather.

My first layoff came in August of 1957, just after getting married in May. That led to another string of odd jobs while hoping to be called back to work. That call came in August of 1958 and was a big relief after the birth of our first son in June.

My call back to work came with a transfer to the new Sharonville, Ohio transmission plant. I started there as a custodial worker. That only lasted a few months and I was selected as a burr hand. Gears and torque converters would come down the line and I would press the gears to a rotating wire wheel to knock the burrs out of the teeth and take a file to the converter holes to clean the burrs out of them.

After doing that for a few months, I moved to running a Built-Rite Automation Machine. Transmissions at that time had a rear pump and an output shaft with a rear flange that bolted to the pump. My machine drilled the holes in that flange. When transmission design changed and did away with the rear pump and flanged output shaft, I moved to a Lamb Automation Machine that drilled all the holes in the front pump. Then in 1970, I was chosen to be a forklift driver throughout the plant and held that position for 15 years.

My second layoff came in December of 1979. It lasted until July of 1980 and that call back also led to a plant transfer. I was moved to the new Batavia transmission plant, again driving a forklift. I was assigned to the Material Control section but was loaned out to the Assembly division and was kept busy doing odd jobs throughout the plant. I then retired in August of 1985.

The photo was a stroke of luck and taken at the Batavia, Ohio plant in 1985 on my last day of work. No cameras were allowed in any of the Ford plants except for official company photographers and they just happened to be there that day and snapped this picture for my retirement.



I remember my time at Ford fondly. It was a good job with a pay better than most Americans shared at that time, although it was hard work and not always under the best of conditions.

–Eddie Chitwood (FCA #12736)
Warrensburg, Missouri

EDITOR NOTES: After reading Eddie's article, Dad's Story (on previous pages), I began to do a little research on the reasons why masses of Kentuckians and other Appalachian regions began to flock north to Ohio to work in the automobile industry in the 1950s. The obvious answer was post-World War II changes in labor force makeup. I found this article in the Ford history archives at corporate.ford.com about the popularity of the 1949 Ford which led to increases in production and profits in the 1950s. We'd love your feedback as to whether you enjoy reading this type of article—about the history of vehicles—before the Falcon.

THE 1949 FORD

THE ICONIC 1949 FORD BRINGS AWARD-WINNING DESIGN TO THE LINE-UP AFTER THE END OF WORLD WAR II.



Following World War II, Ford Motor Company transitioned itself from a military manufacturing hub back to the consumer vehicle builder it had been previously. The 1949 Ford was the first post-war vehicle the company produced featuring a completely new design, under Henry Ford II's leadership, and created by famed industrial and automotive designer, George Walker.

Walker sought to combat the existing bulkiness that was common in vehicle designs at that time. He and his team designed a vehicle with smooth sides, creating some of the first aerodynamic considerations for an automobile in the 1940s. The car was unveiled to the public at



the Waldorf-Astoria Hotel in New York City on June 10, 1948. The 1949 Ford won the Fashion Academy Award for overall styling. It was advertised as the “Car of the Year” and its innovative body styling drew in buyers in great numbers.

The 1949 design was molded along functional lines, resulting in its low sweeping silhouette. The iconic front end was distinctive, the hood large but smaller than prior vehicle models. The vehicle came in two lines, the Ford and the Ford Custom. Body styles in both lines include the four-door sedan, two-door sedan, club coupe. Convertible and station wagon models were obtained only in the Custom line and the three-passenger Coupe only in the Ford line. There were eight new exterior colors offered including Bayview Blue Metallic and Arabian Green.

The vehicle sales reflected the popularity of the car. In 1949 Ford Motor Company sold over one million Fords, Mercurys, and Lincolns to the American people. Their new popularity was reflected in Ford doubling its profit, emerging from the years of meager gains and disheartening losses to success and strength.

A total of 1,118,762 1949 Fords were produced. Historians refer to the car as the vehicle that saved Ford Motor Company as it was the 1949 Ford that started the company on the track from losses in the immediate post-war period to profits in the 1950s. The vehicle was only produced for a few years but it was crucial to the return of the company from wartime manufacturing to vehicle production. The 1949 Ford was the vehicle that proved that Ford Motor Company would remain strong in the new, post-war world.



FROM ARIZONA TO AUSTRALIA

BY GEOFF NORRIS

In 2007, we purchased our 1965 Falcon Sedan from Mr. Vic Stanley of Green Valley, Arizona. Mr. Stanley and his wife had purchased two Falcon sedans in 1965. He had upgraded over the years and his wife did not, so I am the second owner—for which I am very grateful.

The car had low mileage when I purchased it and Mr. Stanley insisted that he fit new tires and have the brakes fixed, which he did. When the Falcon reached Australia, I drove it for about four years before it was as it is now.



It was originally a 200 ci column automatic, and now has 5.0 L V8 C-4 transmission and a 1966 Mustang rear end. I changed the front seat to fit a console and fitted electric windows, etc The colour is as close to the original paint as possible.

Just a quick note to all the Falcon members, I enjoy the news letters and the stories within.

–Geoff Norris (FCA #15577)
Kenilworth, Queensland, Australia



A DAY AT SPEEDWAY AUTO SALVAGE

PHOTOS BY LEN KELLOGG





“In three words I can sum up everything I’ve learned about life: it goes on.” Robert Frost



“You only live once, but if you do it right, once is enough.” Mae West

TECH ADVISORS: WE HAVE A QUESTION FOR YOU...

WHERE TO GET ANSWERS TO YOUR FALCON TECHNICAL ISSUES

There are so many resources these days to get answers to your technical questions. Social media sites are full of questions and answers—some legitimate, some very off-base. You take a risk trusting a stranger with advice on how to fix that issue on your Falcon.

Each month in the online magazine, we publish the names of the Falcon Club of America Technical Advisors and their contact information. We have acquired a series of e-mails, which were initiated by a member, David Stricker, and sent to Bruce Wolfe, our club's head technical advisor.

As you will see, the original questions regards installing a new clutch and flywheel on his 1962 Ranchero. As the dialog continues, I believe you will find some interesting ideas about the solution and the process. These technical advisors know their Falcons and are genuinely helpful to the membership's inquiries.

From: David Stricker

To: headtech@falconclub.com

Subject: New clutch...'62 Ranchero, 3 on the tree, 170 Engine.

I bought this clutch kit: 1960-1969 Ford Clutch Assembly Kit, 8.5" For 144, 170, and 200 6-Cylinder Engines (macsautoparts.com) and a new flywheel since I figured, it may be easier than having a shop resurface the old flywheel: <https://www.moderndriveline.com/shop/flywheels/ford-flywheels/flywheels-ford-flywheels/fw-lbs-170-200ci-132-tooth-8-5-clutch-pattern-zero-balance/>.

I can't get the Ranchero into any gear currently so I will have it towed to a shop in Red Bluff, California.

Just wondered if you have any thoughts or possible concerns on such a job.

Thanks!

From: Bruce Wolfe

To: David Stricker

Hi David,

I'm going to pass your question on to the FCA Tech Advisors. There are lots of questions. It is difficult to analyze over the computer. I am assuming the clutch lever is moving in the bell housing and the clutch rod is adjusted properly (or at the same place before replacement). Can you see if the clutch fork is snapped into the throughout bearing?

Bruce

From: Jim Simmons

To: Bruce Wolfe (plus additional Tech Advisors, knowledgeable members, vendors)

When you buy a custom flywheel like the one listed, it is wise to buy the clutch from the same folks. Guaranteed to work then, and you won't have to pull it out again. If everything else is good, I'd be thinking mismatched parts.

From: Paul Coffey

To: David

On the 8.5" clutches we have found variances in available clutch disks. Some work and some don't. t/o bearing height matters for linkage geometry also.

You are welcome to send me a picture of your clutch disk and tell me what the linkage is doing also.

From: David

To: Paul

Thanks Paul!

Well, we have a month before anything happens.

It will be fun to see all the old parts. I know Bob's Tires likes it—a diversion from Tires and lots of room to work! They had redone the suspension (leaf spring, shocks, various control arms for steering) and that was a great job. It was sagging and sad and now it can go over bumps and down dips and nothing bumps the road!!

For humor, it turns out they discovered a Bob's Tires on Mars! We think NASA landed it close to the place in case it needed repairs. Really funny stuff my brother does with Photoshop.

Sincerely, David

From: David

Ok. Just to update people. The new neato billet steel flywheel (made in the USA) was a happy sight to see at Bob's Tires in Red Bluff, Calif. so they used it and the screws I had bought for it also (and the clutch kit). The idea of resurfacing the ancient flywheel was not something they wanted to try.

All good.

New clutch kit from Mac's Antique Auto Parts worked. They showed me the old parts and said the old clutch parts were burned out and they looked quite scary to me but well, they worked hard and long— they can rest in peace. I let them take them. The old flywheel was huge!! They probably used it for art or scrap metal. I didn't bother to ask.

I would probably hurt my back trying to move it.

I want to thank Del Avery for contacting me with the place that makes these new flywheels and the idea that the old one needs resurfacing! Del is the MAN!

And, I bought a spring to help the clutch pedal bounce back to the full position from ron2falconparts.com - near Sacramento, CA.

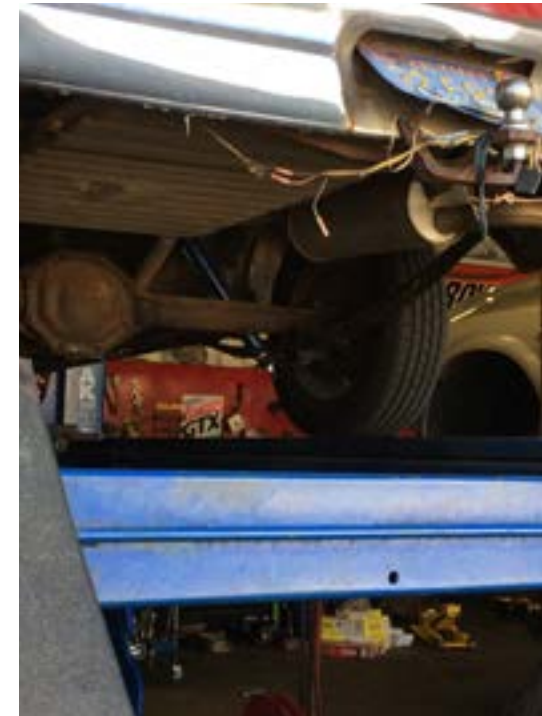
On the attached picture, you can see the housing for the clutch was all cleaned off since it was taken off and the spring which was not actually the one I needed to replace for the clutch pedal - silly me! Ron/Jeff had me buy the correct spring which needs to be installed.

I plan to have Bob's Tires put in this spring so the clutch pedal will bounce back big time! Bob's Tires in Red Bluff is fairly funny. I told them the Ranchero is old and the guy said, that is OK, so are our mechanics! I was like YES! I talked to the mechanic the next day about the clutch pedal hence I got the new correct spring. I really like small towns which is where I grew up!

Next, later, off to another Bobs for a serious paint job! Bob's Auto and Truck Painting in Dairyville, CA.)

Thanks everyone! Staying healthy is the main thing!

Falcon On! David



From: David

To: Paul (and others)

Well, sure enough, the '62 Ranchero is having problems—getting it into first gear at a dead stop. It grinds, or say into reverse, hard to shift into reverse from a dead stop. Ugh.

I got a new spring from Falcon Enterprises which will get connected to the clutch pedal to help it fully return to the popped up position so perhaps when that is installed, I'll have Bob's Tires see what is the problem.

I recall two ideas—one was the Z-Bar (linkage) and another having something to do with an angle of something I think. The clutch kit had a new throw out bearing so I tend to think it is an alignment/linkage problem.

Well, it is resting in Red Bluff where it is hot and the air is unhealthy so it is resting. Nothing will happen in a couple of months. The goal is to not be in a hurry for this pickup truck. It can wait us all out.

Shoot me your ideas only if fun to do so! Thanks!

Sincerely, David

From: Paul Coffey

Hi David,

Thanks for the FW purchase from us.

As for the trans... what are you running? If the original 3-speed the 1st gear would be non-synchro, same as reverse. If T-5 reverse in non-synchro... put it in a forward gear first. T-5 and 3-spd trans not able to get in to 1st as cleanly previously... check bell-to-block and trans-to-bell bolts for being tight.

Inspect linkage for play/wear. The fork should travel smoothly, no notching. Make sure the fork is not canted in the bell indicating a worn out fulcrum.

Check the pedal to pedal hangar bushings... have they worn out? Linkage is the same way, especially if this is something that came on suddenly.

Holler if needed.

Good luck!

From: David

Writing all this great information down and will bring it to the old mechanics in Red Bluff.

I want to thank all the people on this email!!!!

I have met some of them at National Falcon Meets! I was humbled by the dedication that they have. It was all fun!

Ranchero ON!

David Stricker (Red Bluff and San Francisco.)

From: David
To: Paul Coffey
Subject: Re: All good! New spring and a spacer.

Bob's Tires mechanic told me the top of the clutch pedal and the top of the brake pedal are on some coiled over spring of some sort. They said not to use the heavy duty one I had. They replaced the one under the car instead—which is long and thin. It took them awhile to find one. And they put a spacer sleeve on some part that helped the disengagement. Yee-Ha!

Easy to shift! No grinding. I thought it was also leaking gas—quite the gas smell—and it was—he said it was one old gas line that had not been replaced—fixed for free!

Next up is new coil springs for the front since it is sagging on the driver's side. The mechanic said he has been working for 33 years so he always is assigned to my Ranchero. Hurray!!!

The leaf springs are in great shape. They had brought those to the local blacksmith about 4 years ago and had them worked on. It gave it a small booty lift. Higher than when it was brand new but great look. A blacksmith!! How funny is that!

It was fun to see the new blue shock absorber but in 4 years back when the leaf springs got worked on.

Happy Trails from Red Bluff, David

I loved this thread and reading about how this all played out. These guys and gals are amazing in their knowledge about Falcons and they have so many resources to get you answers. Sometimes you just need to ask the ones who have proven they know what they are talking about.

Check out these superstars on the following pages!

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

1960

Bonnie Stringer
322 Jeff Davis, Waveland, MS
39576
228-493-2029
FalconClub@aol.com

1961

John Leverance
W318 S6658 Schnitzler Rd
Mukwonago, WI 53149
414-840-8229
Leverance5@aol.com

1962

Joe Tatti
2140 Falmouth Terrace
Burlington, Ontario L7P 1X9
905-335-2834
jnc21@outlook.com

1963

Jim Simmons
389 CR 214
Eureka Springs, Arkansas
479-981-4445
jim@modestojim.net

Vic Falcone
3102 East Old State Road
Schenectady, NY 12303
518-355-7756
vfalcon64@aol.com

1964

Jerry Kratz
216 Highland Ave
North Wales, PA 19454
215-699-2456
kpauto@aol.com

CONVERTIBLE

James Cole
P.O. Box 1858
Dawsonville, GA 30534-0033
404-427-8998
(no email)

HT & SEDAN

Richard E. Alyea
1817 N. Timber Ave.
Bethany, OK 73008-5726
405-789-6592
(no email)

1964/1965 STATION WAGON

Frank Servas
P. O. Box 10
Center Valley, PA 18034
falcon@hypermips.com

1965

Jim Hatcher
8301 W. 92nd Terrace
Overland Park, KS 66212
913-381-5679
(no email)

Steve Springer
6600 Rotan Dr.
Austin, TX 78749
scspringer65@gmail.com

1966

Phil Warren
602 N. Harrison
Springhill, KS 66083
pwwrrn@cebridge.net
913-592-3571

Garry Leanhart
2219 Windy Meadow Drive
Sugar Land, TX 77478
H 281-265-3301
C 832-830-5386
gleanhart1948@gmail.com

1967

Paul Coffey
25308 Arroyo Ct
Caldwell, ID 83607
208-453-9800
paul@moderndriveline.com

1968

Leon Grantham
8108 E. 59th St
Kansas City, MO 64129
816-353-3084
(no email)

Bob Karpenko
5478 South County Line Rd
Middleport, NY 114105
716-735-7547
GreedyMite@Hotmail.com

1969

Bill Walter
1615 Maple Grove Ave
Dayton, OH 45414
937-216-4721
falconbill@woh.rr.com

1970/1970½

Merl Hayn
14942 S. Maple Rd.
Argos, IN 46501-9525
574-892-6309
shaynfamily@aol.com

1961-67 ECONOLINE/CLUB WAGON

Richard E. Alyea, 1817 N. Timber Ave
Bethany, OK 73008-5726
405-789-6592
(no email)

TECH EDITOR

Dick Harrington
rharrington2@stny.rr.com

FUN, FRIENDS, FAMILY AND FALCONS



The Falcon Club of America
is pleased to announce:

The 2022 National Meet will be held at the
MeadowView Conference
Resort & Convention Center
1901 Meadowview Parkway
Kingsport, Tennessee

July 14-16, 2022

Hosted by the Falcon Club of America

The MeadowView Conference Resort Convention Center is a pet-friendly, scenic haven in Kingsport that is woven into the Tennessee Mountains. Enjoy a coveted location in Kingsport, a short drive from Bristol Motor Speedway, East Tennessee State University, and Domtar Park. We hope you can find your inspiration amid a stunning mountain location at this beautiful hotel in Kingsport, Tennessee.

The room rate is \$123 single or double, plus tax (currently 16.50% per room per night, but subject to change by applicable state and local taxes in effect at the time of the Meet).

The rate includes a complimentary full American breakfast for up to two guests per room. There is also complimentary wireless internet access in all guest rooms.

Reservations may be made by calling the Marriott at 800.228.9290 or at www.marriott.com, MeadowView Conference Resort & Convention Center.

When calling, mention "The Falcon Club 2022". Cut off date for these room rates is 5:00pm EST on Tuesday, June 21. All rooms must be reserved with a first night deposit or a major credit card.

Guest rooms may be cancelled with a full refund if cancelled before 11:59pm EST until 48 hours prior to arrival.

We look forward to seeing you there!





ROARING 20'S MURDER MYSTERY

Ladies, if you've signed up already for the Ladies Tea at the 2022 National Meet, you're going to have a roaring good time. If you are still planning to sign up, do it quick as I've heard there are only 18 spots left as of this writing.

BTW: If you are interested in dressing to the theme, I found a super web site that has all kinds of 1920's accessories.

On Amazon.com: look up > Zero Shop 1920's accessories They have accessory "kits". I bought one, and love it! Comes with headband, matching earrings, gloves, long pearl necklace and a cigarette holder. All you have to add is your outfit!

—Jan Guthrie

WHAT HAPPENED IN 1962?

"Where were you in '62?" was the memorable tagline for a memorable car movie, *American Graffiti*. What were some of the top news stories in the U.S. and around the world, and what major events took place in the business and financial sectors? What was popular in everyday life, and what happened in science, technology, sports, and in the entertainment industry? From world leaders to pioneers to innovators, who were the most influential people in 1962? What was 1962 best known? Was it a good or bad year overall?

The Cuban Missile Crisis—a tense, 13-day confrontation between the United States and the Soviet Union—took place from October 16 to October 28. It began when President Kennedy was shown photos confirming the presence of Soviet missiles in Cuba, and brought the two superpowers close to a nuclear conflict.

In 1962, the United States established a visible military presence in Vietnam. For example, U.S. military personnel launched Operation Ranch Hand, a chemical warfare program that involved spraying "defoliating herbicides" "over rural areas of South Vietnam in an attempt to deprive the Viet Cong of food and vegetation cover."

John Glenn became the first American to orbit the Earth. The Telstar communications satellite—which was launched by NASA—transmitted television signals between the United States and Europe. During an extremely rare solar eclipse, Saturn, Jupiter, Mars, and Venus were on one side of the sun, and Mercury and Earth were on the opposite side.

Albert DeSalvo, better known as the Boston Strangler, murdered his first victim.

Sam Walton opened the first Walmart in Rogers, Arkansas, S.S. Kresge opened the first Kmart in Garden City, Michigan, and the F.W. Woolworth Company opened the first Woolco in Columbus, Ohio. The first Saint Jude Children's Research Hospital opened in Memphis.

Great Britain and France agreed to jointly build the Concorde supersonic airliner.



In the sports world, the Boston Celtics were the NBA champs, the New York Yankees won the World Series, and the Toronto Maple Leafs clinched the Stanley Cup. Jackie Robinson became the first African-American to be elected to the Baseball Hall of Fame. Ground was broken for the Houston Astrodome, and the Cincinnati Reds agreed to stay in Cincinnati for 10 more years.

At the 34th Academy Awards, *West Side Story* won 10 Oscars, including Best Picture, Best Director, and Best Original Musical. The soundtrack album to *West Side Story* hit #1 on the charts, and stayed there for 54 more weeks.

In 1962, popular baby names were Michael, David, John, James, Robert, Lisa, Mary, Susan, Karen, and Linda. The average life expectancy at birth in the U.S. was 70.12 years. The most popular holiday gifts included Tammy fashion dolls, LEGO model sets, the Mille Bornes card game of cross-country racing, Slinky, and the home version of the *Password* TV game.

Ringo Starr replaced Pete Best as the Beatles' drummer.



The five most popular TV shows from 1962–63 were *Beverly Hillbillies* (CBS), *Candid Camera* (CBS), *The Red Skelton Show* (CBS), *Bonanza* (NBC), and *The Lucy Show* (CBS). Johnny Carson hosted the *Tonight Show* (NBC) for the first time. His guests were Rudy Vallée, Tony Bennett, Mel Brooks, and Joan Crawford.



Dr. No, the first James Bond film based on the novel by Ian Fleming, premiered in London. *Who's Afraid of Virginia Woolf?*, opened on Broadway. *To Kill a Mockingbird*—a film adaptation of Harper Lee's novel—was released. The quiz show *Match Game* debuted on NBC.

The Golden Age of Radio ended when two popular and beloved radio programs—*Yours Truly*, *Johnny Dollar* and *Suspense*—both aired their final episodes on the same night.

Frozen bread, frozen pie crust, Hawaiian pizza, Planters dry roasted peanuts, powdered butter, and the pull tab for soft drink cans were all introduced.

Bo Jackson, Jerry Rice, Jodie Foster, Kate Spade, Paula Abdul, Rosie O'Donnell, Tom Cruise, and Wesley Snipes were all born in 1962.

Companies founded in 1962 include AccuWeather, Crate & Barrel, Dress Barn, Enterprise Car Sales, Kohl's, Lotus Communications, National Stores, Pier 1, Rite Aid, Rodeway Inn, Taco Bell, Walmart, Wet Seal, and Woolco.

Food and beverage trends for the year included Chicken a la King, Chicken cacciatore, Diet Rite (the first no-calorie soft drink), Froot Loops, Gelatin molds, Instant mashed potato flakes, Instant oatmeal, SPAM, Takeaway pizza, and Tunnel of fudge cake.

Median household income in the U.S. was \$6,000 and a new house cost \$12,550. Milk was \$1.04 a gallon, eggs were 32 cents a dozen, and one pound of bacon cost 69 cents. The average price for a new car was \$2,924.

General Motors' convertible-styled hardtops debuted almost corporation-wide in 1962, on both the full-size and compact car lines. GM had pioneered the convertible hardtop body style in 1949, and was now driving it home with this convertible-look roof, complete with simulated top-bow creases pressed into the sheet metal.

Ford launched its Lively Ones product theme, which quickly morphed into the Total Performance program. The Mustang I concept car was introduced, and they entered serious racing programs in NASCAR, sports cars, drag racing, and Indy cars. The Ford Fairlane and Mercury Meteor were also introduced, launching their intermediate category.

Chrysler Corporation stumbled in '62, introducing downsized Dodge and Plymouth full-size models with peculiar and unpopular styling. One benefit: these smaller bodied cars gave the Mopar entries in motorsports an advantage in both weight and frontal area. However, sales took a big hit as Plymouth tumbled from fourth to eighth place.



Chevrolet led with 2,061,677 passenger vehicles produced, followed by Ford with 1,476,031, Pontiac 521,933, American Motors 442,346, Oldsmobile 428,853, Buick 399,526, Mercury 341,366, Plymouth 339,527, Dodge 240,484, 10) and Cadillac 160,840. With only 89,318 passenger cars produced in 1962, Studebaker lacked sufficient volume to sustain operations and would not survive much longer.

Ford's lineup for '62 included 13 different Falcons, four more than the previous year. Models available were the Sedan, Futura, Station Wagon, Sedan Delivery, Ranchero, Econoline Van, Econoline Pickup, Station Bus, Club Wagon, and Deluxe Club Wagon.

The Sports Futura Sedan was introduced in February, 1962. The Sports Futura had bucket seats with a center console and a Thunderbird style roof that was also used on the '63 Falcons. Factory air conditioning was offered for the first time on Falcons in 1962. Dealer installed AC units used for the first two years were still available. The special Squire trim was offered for the first time on the four door wagons. This new version of the wagon with its wood-like trim. For the first time, a four speed manual transmission was offered in the new Sports Futura. The floor mounted all-synchro gearbox was referred to as the Dagenham—named after the city in England where it was manufactured.



MOUNTAIN REGION

REGIONAL DIRECTOR

Kent Whisenand, Jr.
1400 Holden Ct., Erie, CO 80516
720-480-4910
kw65falcon@gmail.com
Meet quarterly

ARIZONA CHAPTER — PHOENIX

Greg Lyons
8845 Silver Spur Rd.
Flagstaff, AZ 85014
928-527-1056
lpfgreg@yahoo.com
Meet second Saturday except June, July, August
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Kent Whisenand
7190 W. 24th Place
Lakewood, CO 80214
720-480-4910
kw65falcon@gmail.com
Meet third Friday monthly, 303-857-9360

NORTH CENTRAL REGION**REGIONAL DIRECTOR**

Jack Ellis
 17860 168th St.
 Basehor, KS 66007
 816-806-1806
 1jandcellis@gmail.com

BEEF STATE CHAPTER

Rodney Gerdes
 807 Elmhurst Dr.
 Papillion, NE 68046
 402-306-2507
 grdd@hotmail.com
 Contact rgerdes4@cox.net for details

GATEWAY CHAPTER — ST. LOUIS, MISSOURI

Karen Albert
 314-596-8773
 kalbert2440@hotmail.com
 Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
 16675 Orchard Valley Dr.
 Gurnee, IL 60031
 847-244-4821
 falcontom@hotmail.com
 Meeting TBA

METRO DETROIT FALCON CLUB CHAPTER

Jerry Richards
 535 Indianwood Rd.
 Lake Orion, MI 48362
 248-770-5697
 richardsgw@aol.com
 Meet bi-monthly at Archie's Restaurant, 30471 Plymouth Rd,
 Livonia, MI. 48150. Meeting on the first Sunday of each month
 starting in February.

MID AMERICA CHAPTER — KANSAS CITY

Mark Killian
 913-782-1222 Cell: 816-898-1846
 markandmarilyn@embargmail.com
 Meet monthly, location and time posted on Facebook page:
 Mid America Chapter Falcon Club of America

RAPTOR CHAPTER

Charles T. Mann
 P. O. Box One,
 Princeton, IL 61356
 815-200-6948
 falcon1965@gmail.com
 Meeting TBA

WHEAT STATE CHAPTER — WICHITA, KANSAS

Steve Preston
 wheatstatefalcons.
 president@gmail.com
 Meet second Saturday, even months

NORTH EASTERN REGION

REGIONAL DIRECTOR

John Howard
3955 Tolbert Rd.,
Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

ERIE CANAL CHAPTER — AURORA, NEW YORK

Mike Barren
1310 E Blood Rd.,
Cowlesville, NY 14037
585-652-5985
Meetings TBA

HOOSIER CHAPTER — GREENWOOD, INDIANA

Dan and Jan Brancolini
2112 Wood Stream Dr.,
Avon, IN 46123
317-374-3580
dpbranco@aol.com
Meet first Sunday monthly
Edwards Drive-In, 2126 S. Sherman Dr.,
Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

Jim Ogram
906 Stargazers Road
Coatesville, PA 19320
Keystone@FordFalcon.org.
For meeting information, visit our home page at
[https:// FordFalcon.org/](https://FordFalcon.org/)

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-823-1059
falconsprint@aol.com
Meet third Saturday monthly
Check website for location and time.

OHIO VALLEY CHAPTER LOVELAND, OHIO

Jerry York
2064 Tulip Rd.
Loveland, OH
513-503-0029
jyork@fuse.net
Meetings TBA

ONTARIO CHAPTER ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
al.inglis@sympatico.ca
Meetings TBA

PACIFIC REGION

REGIONAL DIRECTOR OPEN

Interim Contact:
CHAPTER COORDINATOR
423-243-3525
marywag@epbfi.com

CENTRAL CALIFORNIA FALCONS BAKERSFIELD, CALIFORNIA

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month.
Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road
Woodland, WA 98674
360-225-7403
falconcomet@cni.net
Meet first Thursday monthly, 7:30 PM, Mar–Nov
Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Ralph Garcia
Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

INLAND NORTHWEST CHAPTER ELLENSBURG, WASHINGTON

Scott Zimmerman
1010 Saddlerock Dr.
Ellensburg, WA 98926
509-929-3790
gitanesteel@yahoo.com
Meet second Tuesday of even months

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-332-9699
Meet second Saturday even months (Feb., April,
June, Aug., Oct., Dec.). For meeting time and
location, email montereybayfalcons@gmail.com.
Please see Facebook page, Monterey Bay
Falcons, for additional information.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly
Jan–Nov. Go to rainierfalcons.com for
more information.

RIVER CITY FALCONS SACRAMENTO, CALIFORNIA

Chapter is currently inactive

SONOMA COUNTY FALCONS FOR FUN CHAPTER SANTA ROSA, CALIFORNIA

Paula Johnson
2306 Bellam Court
Santa Rosa, CA 95401
707-799-7795; westcoastfalcons.com
Meet first Thursday monthly; 7 PM;
Round Table Pizza, 2065 Occidental Rd.
Santa Rosa, CA 95401

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
socalfalcons@socalfalcons.com
Meet second Sunday, even numbered months,
Hill Street Cafe, 3301 N. Glenoaks Blvd.
Burbank, CA 91504

SOUTH CENTRAL REGION

REGIONAL DIRECTOR

Mike Sigler
14475 S Big Hill Rd.
Gulfport, MS
228-596-9160
mikesiglerfalcon@gmail.com

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769
225-445-4488
cary_loupe@thenewtrongroup.com

FOUNDERS CHAPTER CABOT, ARKANSAS

Mark Sword, Jr.
mswordjr24@yahoo.com
Meet second Saturday monthly; 501-605-1370

GULF STATES CHAPTER GULFPORT, MISSISSIPPI

Mike Sigler
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160
mikesiglerfalcon@gmail.com
Meeting info on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road
Gallatin, TN 37066
615-452-0321
Meet monthly. Call for dates and location.

SOUTHERN COAST FALCONS PENSACOLA, FLORIDA

Larry Blum
7801 Nokomis Rd.,
McDavid, FL 32568
850-207-0183
lwblumjr@juno.com
Meetings TBA

SOUTH EASTERN REGION

REGIONAL DIRECTOR

James Baxter
3591 Ritchie Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com

CAROLINAS CHAPTER NORTH CAROLINA

James Baxter
3591 Ritchie Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com
Meet monthly. Call 704-736-1920 for dates and locations.

MASON DIXON CHAPTER CAMDEN, DELAWARE

Patrick Varricchio
4 Kilkea Ct.
Nottingham, MD 21236
410-256-2834
steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Bobby Chester
2617 Camp Wahsega Rd.
Dahlonega, GA 30533
706-867-9475
twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Terry Crister
4122 Valley Brook
Spring Hill, FL 34606
757-646-3222
1962bluefalcon@gmail.com
Meet monthly. Call for details.

STAR CITY CHAPTER VIRGINIA

Lynn Wilkerson
237 Foxfire
Cloverdale, VA 24077
540-793-4442
vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Lewis Capehart
170 Westbrook Circle
Cleveland, TN 37312
423-716-5647
falconbuff@charter.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Lee Harrison
21481 Rocky Ford Road
Jetersville, VA 23083
72vmier@gmail.com
804-561-0495
Meet second Sunday of March, June, September, December.
See website for locations.

SOUTH WESTERN REGION

REGIONAL DIRECTOR

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607
toddgaudin@yahoo.com

ALAMO CHAPTER SAN ANTONIO, TEXAS

Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
Call or e-mail Kevin for location.

CAPITAL CITY CHAPTER AUSTIN, TEXAS

Steve Springer
6600 Rotan Dr
Austin, Texas 78749
512-633-5125
scspringer65@gmail.com
Meet third Saturday monthly; time and location vary.
Contact garybrubaker@hotmail.com or call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Wally Tirado
214-215-7485
Meet second Saturdays, even months only.

LONE STAR CHAPTER NORTH/EAST TEXAS

Sam Broadway
903-715-2597
Meet third Saturday of even months
at a place to be determined.

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly.
Call for information.

THIRD COAST CHAPTER HOUSTON, TEXAS

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
toddgaudin@yahoo.com
Meet third Saturday of even months.

BOARD OF DIRECTORS

Billy Pope (5)
2725 Purple Sage Trail
Ft. Worth, TX 76179
817-439-1106
Billyshotrodshop1@gmail

Danny Barnhouse (4)
155 Fulkerson Rd.
Zanesville, OH 43701
740-586-3426
dbarnhd@yahoo.com

Jordan Mixon (3)
1107 Liveoak Drive
Edmond, OK 73034
405-420-3181
jordanmixon@hotmail.com

John Saindon (2)
8215 E 39th Street S.
Derby, KS 67037
316-992-5002
Johnrnsignco@aol.com

Cris Bowes (1)
245 S. Main Street
Coventry, RI 02816
401-823-1059
cbricris@aol.com

(x) denotes remaining years on the Board

PRESIDENT

James R. Guthrie
27306 E. Outer Belt Rd.
Greenwood, MO 64034
816-288-7469
guthriejasr@gmail.com

VICE PRESIDENT

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-529 8840
falconsprint@aol.com

RECORDING SECRETARY

Jen VanAntwerp
6527 S. Crossbow Pl.
Chandler, AZ 85249
520-485-8876
rancherojen@gmail.com

TREASURER

Jerry Nordboe
986 County Rd. Q
North Bend, NE 68649
402-690-0652
treasurer@falconclub.com

AUDITORS

Barry Fischer
Colleen Ellis
Steve Hammond

**NATIONAL FALCON
NEWS EDITOR**

Janet Wilkerson
22806 Bradford Ln. Ct.
Blue Springs, MO 64015
editor@falconclub.com

CLUB STORE MANAGERS

Mary Biehl / Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
clubstore@falconclub.com

MEMBERSHIP SECRETARY

Denise Sword
5432 Courtyard Dr.
Gonzales, LA 70737
501-804-9700
membership@falconclub.com
Please use email or snail mail.

INTERNET DIRECTOR

Wally Tirado
7101 Sharps Dr.
Plano, TX 75025
214-215-7485
admin@falconclub.com

WEBMASTER

Mike Grant
9917 NE 156th Ave.
Vancouver, WA 98682
360-241-6995

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
marywag@epbfi.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR

Dee Bowes
423-519-3117
mail@falconclub.com

FALCONS FOR SALE



1965 Ford Falcon Sprint Convertible, selling due to space restrictions. It has been restored from the ground up three years ago and it ready for summer cruising. Then engine is a 302, transmissions is three speed manual. Pretty much everything is new and runs great. This is a rare model as only 300 were built in 1965. Asking \$24,995 and it can be driven anywhere or I can deliver. Contact David Newton, 1671 W 2000 S, Syracuse, Utah, email at amypooski@yahoo or call/text at 801-66-7239. 220301



1965 Futura Hardtop Restomod, professionally built 289 with forged pistons, big valve heads, Erson cam, F4B intake, Holley Street Dominator carb, Hedman tri-

Ys, 2.5 inch exhaust. Performance Automatic AOD, eight-inch T-lok 3.80 geared rear. Shelby-ized suspension with lowered A-arms, 370 lb/in front springs, reinforced upper and lower arms, Borgeson integral PS. 22 gal gas tank AND much more! \$20,000. Mike Garrett, msgarrett35@msn.com, 301-803-0433. 220212



1964 Falcon Sprint Convertible, four-speed manual with 289 CID, four-barrel Holly. Completely restored, runs great, no ps, pb, pw—just like it was in 1964! \$40,000. Roger Michaud, 207-944-1777. FL. 220299



1963 Falcon red convertible. Mustang 302 engine, standard shift, recent renovation. Show car in 7/09 National Falcon News. \$15,000 OBO. gallopbill@gmail.com. 220322



1960 Fordor Sedan with 19,750 actual miles! ALL ORIGINAL (still has luggage protectors in trunk!) Arizona car until 2020. Rust free three-owner car with 144 cubic inch, three-speed manual. View commercial at <https://youtube/rye3-2DjIDY>. This car is a true time capsule in every respect. \$12,000 OBO. Bryce, 918-688-9178. 220210

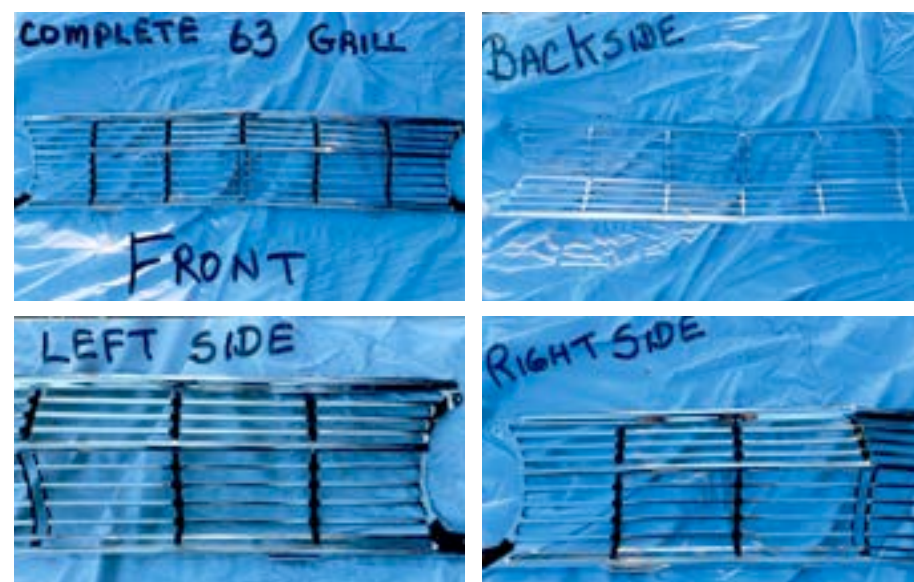
PARTS FOR SALE

ALL NOS C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing \$95. C0DZ-3049-A, upper ball joint spindle support \$65. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-1126-B, rear brake drum \$130. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220221

Center console for '63 Falcon two-door Hardtop, Rangoon Red in very nice condition. Does NOT have the insert but can supply and install it for additional cost. Set of NEW front coil springs for '64 Falcon Sprint V8 convertible. Purchased in the late 70s but never installed. Early Edelbrock dual quad intake manifold for small block Ford. Just removed and has no issues. Please contact Stan at sjbetark@comcast.net for additional info. NJ. 220306

Available Soon: 60-65 Ranchero front bed panel repair section. Parting '60-'65 Falcons. 14 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. WA Thanx for driving a Falcon! 220320

Four 1963 Sprint 13" wire hubcaps, very good driver quality. \$100 set of four. Jim, 763-559-6380. Minneapolis, MN area. 220216



1963 Falcon grille, 98% refurbished and polished to new. No breaks or re-welding done. Satisfaction to next owner. \$850. Tony Getsinger, Anderson, SC, 864-934-4471. 220299

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, hardtop/sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no-back-up, \$125. 1965 NOS Falcon lens, no-back-up, \$125. NOS 1963-65 Falcon Sprint and Cobra California air cleaner, with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695.

1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet, top loader shifter box, with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated with top plate, \$399. 1963/1964 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963-65 Falcon/Comet six-cylinder valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962/1963 Falcon/Comet stainless steel dash pad trim, \$125. 1964-65 Falcon/Comet stainless steel dash pad trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat, with a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. 1964-65 Falcon/Comet console bracket (reproduction), \$125. 1963-65 Falcon/Comet stainless steel V8 motor mount heat shields, (reproduction), \$35. 1963/1964/1965 Falcon/Comet four-speed shifter tunnel top ring, (reproduction), \$45. 1964-65 Passenger side front fender, \$145. 1964-65 front and rear bumpers, \$165 each, 1964-65 Falcon/Comet console, new reproduction top, all trim, \$899. 1964-65 Falcon front fender, passenger side, \$199. 1963 Falcon front fender, driver side, \$199. Tri Y headers, ceramic coated, 260/289/302, new, \$599. Hooker headers, pro comp, ceramic coated, 260/289/302, new, \$599. 1964-65 Fiberglass front bumper new, \$225. NOS 14" Spinner hub cap, \$150. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, more NOS, used and Dennis Carpenter Reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 220229

1960-65 Falcon parts for sale, including fenders, hoods, chrome, doors and plenty of other parts. I also have a very nice grille for Mercury Caliente and nice tailgate for Comet station wagon with 4½ inch extra-wide chrome with "Comet" letters on it. Bob, 806-683-3550. TX. 220299

1962-69 trunk locks with key(s), excellent to driver chrome, Two '64 sets keyed for your glove box lock as well, \$95-150 each, ready to install. Good used door locks, all metal w/new keys '60-63 sedans/Ranchero/wagons, \$60 a pair; \$80 with ignition tumbler, three locks, \$120 w/glove box lock plus bezel, total four-lock set. 1963 convertible /hardtop door locks with linkage, cvt/htp only, \$150 for the pair. '60-61 Comet 13" full wheel covers, two sets, one very nice, one needs some work, \$40-\$80 per set of four; Two to three sets of Deluxe/Squire full wheelcovers, from good driver quality to NOS, \$60-250 per set of four depending on condition. '63 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four five-bolt 13" wheels, \$75 each, set of five for \$325; 13" four-lug wheels, \$25 each, or \$110 for a set of five. 14" four-bolt wheels, \$75 each, or set of five for \$325. 13" wire spinner hubcaps #1 excellent, #4 driver condition, \$110-550 per set. Six-cylinder dipsticks, \$20 each; 1963 Sprint /Futura side trim: a full set, two arrows, two door strips, two quarter panel strips, Very Good driver quality, \$795. Six pieces, single/pairs of '63 Futura door trim and quarter panel trim, excellent shape, \$100-150; 1963 quarter panel "Falcon" script, NOS and reproduction: \$30-75 each. Dagenham four-speed complete, bellhousing to yoke, w/ shifter, nice handle and floor hump, out of a driver Falcon, works good, very complete, \$850. Pedals, hardware and linkage available for a complete change-over as well. 1966 Ranchero parts: three sets of doors, '66 Ranchero ONLY, \$150-400 each; '66 fenders and tailgates, \$150-500 each, bed trim w/snaps and without out \$395-495 per set complete, '66 Ranchero front/rear bumper cores, \$125 each, also front/rear bumper

brackets, \$100 per set. 1966–70 clutch/brake pedal sets, complete, \$200. '66 Ranchero miscellaneous interior trim and badges, \$5–50. Old Fashioned Horsepower, one pair 302 V8 C8OE heads, \$200; one pair 351 C9OE V8 heads, \$350. Six-cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$100 each. 1960–61 grilles, driver quality to NOS \$150–400. Re-manufactured generators for 260 V8, still in their boxes, \$195 each. Good used six-cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960–61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, re-buildable, \$95 each. Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested and working. Blank shift collars to covert a stick shift to floor shift, \$90 each. (2) 1963 four-speed steering column cover, \$200; Good used 2.77 three-speed transmission, \$200; (two) 3.03 narrow pattern three-speeds, \$175 each. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg at lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 220121

PARTS WANTED

1963 Falcon Delux two-door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 6274 Rocky Grove, Cedar Hill, MO. 63016. 314-480-2556 or kslitteken@aol.com. 220221

Falcon 289 HiPo exhaust manifolds, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 220229

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, August 10 is the deadline for the September issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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April 1–2, 2022

South Central Regional Show

Biloxi, Mississippi

Hosted by the Gulf States Chapter

April 24, 2022

All Falcon Texas Picnic

Georgetown, Texas

July 14–16, 2022

FCA National Meet

Kingsport, Tennessee

Hosted by the Falcon Club of America

August 19–20, 2022

Northeast Regional

Warwick, Rhode Island

Hosted by the Northeast Chapter

September 23-25, 2022

Keystone Regional

Bethel, Pennsylvania

Hosted by the Keystone Chapter

<https://fordfalcon.org/events/2022-keystone-regional/>

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.



FALCON CLUB OF AMERICA

South Central Regional Show

Hosted by the Gulf States Chapter

April 1-2, 2022

REGISTRATION FORM



Name _____ Spouse/Guest _____

Address _____ City _____ State _____ Zip _____

() _____ Phone _____ e-mail _____ FCA # _____ Chapter (if applicable) _____

YEAR _____ MODEL _____ BODY STYLE _____ CATEGORY _____

Stock, Modified, Lite Modified, Diamond In The Rough, Oldest Falcon, Longest Distance, and Ladies choice

	<u>MAILED</u> <u>PRIOR</u> 3/18/21	<u>ON SITE</u> <u>AFTER</u> 3/18/21	QTY	REMITTANCE
FIRST VEHICLE	\$40	\$45	_____	\$ _____
ADDITIONAL VEHICLE	\$20	\$25	_____	\$ _____
SHOW T-SHIRT	\$20		S ___ M ___ L ___ XL ___	\$ _____
SHOW T-SHIRT	\$22		XXL ___ XXXL ___	\$ _____

Make check payable to: **Misty Sigler** **TOTAL \$** _____

Mail registration to:
Gulf States Chapter FCA
14475 S Big Hill Road
Gulfport, MS 39503
C/O Misty Sigler

More information:
Mike Sigler (228) 596-9158
Shaun Small (251) 581-3810

Liability release must be signed to complete registration: It is understood that the Falcon Club of America and the Gulf States Chapter of the Falcon Club of America assume no responsibility for loss or damage of car or property during this event.

Signature _____ Date _____

Hotel Information:

Hilton Garden Inn, 648 Beach Blvd, Biloxi, MS 39530: Rates are \$169.00/night for a double queen or a single king room. These rates are available Thursday night 3/31/22 through Sunday night 4/3/22 by mentioning the group name "FALCON" when making your reservation- 228-325-2900. Reservations must be made by 2/28/22 to get the group rate.

Show Information:

Beauvoir- Jefferson Davis Home, 2244 Beach Blvd, Biloxi, MS 39531.

If you're bringing a trailer, we will have trailer parking available at Beauvoir starting on Thursday 3/31/22.

Please indicate if you will need trailer parking: Yes _____ No _____

**Northeast Chapter
Falcon CLUB OF AMERICA**

**PRESENTS THE 23rd ANNUAL
REGIONAL FALCON MEET**

*August 19 & 20, 2022 at the Crowne Plaza Hotel
801 Greenwich Ave., Warwick, RI 02886*

Meet and Banquet Registration Form

Name: _____ Spouse/Guest: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: (____) _____

Falcon Registration Information

Vehicle Year: _____ Model: _____ Body Style: _____

Color: _____ Engine: _____ Stock: _____ Lt. Mod. _____ Modified _____

Falcon Registration Fee: \$20.00

1 @ \$ _____

or Special Daily Driver Class: \$15.00

1 @ \$ _____

Banquet: Saturday August 20, 2022 at 6:00 pm _____ @ \$40.00 \$ _____.

Stuffed Boneless Chicken Breast # _____ Baked Scrod # _____

VENDOR SPACE FEE: \$20.00

1 @ \$ _____

T-Shirts: Sm. _____ Med. _____ Lg. _____ X-Lg. _____ XX-Lg. _____

Sm., Med., Lg., X-Lg., \$20.00 each XX-Lg. \$22.00 each \$ _____

Total Falcon Registration, T-shirts & Banquet Amount: \$ _____

*For Hotel registrations call the Crowne Plaza Hotel at 401-732-6000 Group Code **FAL**
Room rates are \$135.00 plus tax per night guaranteed until July 19, 2022
You must mention Falcon Club Show when making your reservations.*

*Send this form and remittance payable to: **Northeast Chapter FCA,**
c/o Cristine Bowes, 552 Franklin Road, Coventry, RI 02816*

For more information, contact Cristine Bowes at (401) 529-2622 or falconsprint@aol.com

WAIVER OF LIABILITY

I agree not to hold the Northeast Chapter, the Falcon Club of America, or the Crowne Plaza Hotel responsible for losses, damages, or injuries while at this Convention.

Print Name

Sign Name



The *Falcon* Club of America
Presents
The Keystone Chapter 20th Regional Meet
41 Diner Rd, Bethel PA 19507



Bethel, Pennsylvania September 23 – 24, 2022

Name _____ Spouse/Guest _____

Address _____ Email Address _____

City _____ State _____ Zip _____

Phone # (____) _____ FCA # _____ Local Chapter(s) _____

Location: **Quality Inn**, Bethel PA \$80.00 + tax per night 717-933-8888 717-933-9845
(Mention: The *Falcon* Club Room Block for special room rate in effect until August 24th)

Falcons:

Categories:	Pure Stock	Light Modified	Heavy Modified	Rough Driver			
Body styles:	Sedan	Hardtop	Convertible	Sports Coupe	Ranchero	Station Wagon	Sedan Delivery
Models:	Standard	Deluxe	Futura	Sprint	Squire		

Car #1: Year _____ Category _____ Body Style _____

Model _____ Number of Doors _____ Color _____

Car #2: Year _____ Category _____ Body Style _____

Model _____ Number of Doors _____ Color _____

First Car:	Before August 24 th	\$22.00
	After August 24 th	\$27.00 _____

Additional Cars:	Before August 24 th	\$15.00
	After August 24 th	\$20.00 _____

Without a Car:	(Anytime)	\$10.00 _____
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Swap Space: (10 x 20) \$20.00 (1 **FREE** to Non-Commercial FCA members) _____

Banquet: _____ Adult @ \$25.00 _____ Child (11 and under) @ \$12.00 (2 & under free) _____

Keystone 2022 T-Shirts: _____ M _____ L _____ XL \$22.00 each _____

_____ 2X \$24.00 each _____

Keystone 2022 Hats: _____ \$15.00 each _____

Check payable to Keystone Chapter Grand Total _____

Send to: Virginia Servas, P. O. Box 10, Center Valley PA 18034-0010

Website: www.FordFalcon.org

Liability release must be signed to complete registration. It is understood that neither the Keystone Chapter of FCA nor The *Falcon* Club of America assume any responsibility for loss or damage to vehicle(s) or property during this event.

Signature _____ Date _____